

THE STRANDED STEAMER.

PILOTS LARGELY TO BLAME IN THE MATTER.

The Captain's Statement—Present Situation of the Miowera—Jettisoning Coal.

The Canadian Pacific steamship Miowera is hard and fast on the rocks just to leeward of the outer channel buoy on the Ewa side, where she went aground last evening at 8:20.

The steamer was sighted at 7:30 P. M. off Diamond Head, and in a little less than an hour she struck the rocks, where she now lies hard and fast, notwithstanding all the efforts that have been made to get her off.

No one ashore knew at the time just when the vessel grounded, or whether the pilot had her in charge. Captain Fuller went out to board her, as is his duty with all incoming vessels, and when near her he discovered her perilous position and hailed the steamer to ask if they wanted the tug. The answer came back in the affirmative and the Harbor Master hastened back to the tug's berth and ordered the fires lighted at once, telephoning for Captain Rice and others.

As soon as steam could be got up on the tug Captain Rice started for the vessel in distress, and after a good deal of trouble got a line aboard by the aid of a large sugar boat, which Captain Fuller accompanied in his smaller craft, directing the work.

A new nine-inch hawser was run out and then the little vessel began a long eight-hour battle to save the larger one. The tug kept up a ninety-pound head of steam and did fine work, pulling so hard that twice the hawser stranded and the tug had to back up to allow the damaged parts to be drawn aboard the steamer and a new hawser taken.

At about midnight Attorney General W. O. Smith and Minister King, accompanied by the newspaper representatives on hand, left the tug and boarded the Miowera. Up to that time the tug's work and the steamer's propeller, which from time to time backed at full speed, only succeeded in preventing the vessel from going further on the reef, and it was well understood by those on both vessels that nothing more could be accomplished before the high tide at 10 o'clock this morning.

When asked if he desired to make any statement as to how the disaster occurred, Captain Stott said: "Yes, sir; I most certainly do desire to make a statement. I wish to say that the first land I saw was the hill directly back of the town, which I took for Diamond Head, as that was entirely covered by clouds, and there being no light upon it, I naturally took the land farthest to windward for Diamond Head."

"We took our bearings by the sun at noon, and later on, and reckoning our speed from the last sights, I thought we were several miles further off than we were and should have been if the speed had been correctly registered. There were no lights on the buoys, and there was absolutely nothing to warn me of any danger. I came along at slow speed until I picked up the red light and, a little later, the green. At that time I was a long way to windward of the line of the lights, and, of course, knew that when I had them in line I would have a leading light. Consequently, I came very slowly to leeward, and while yet to windward of the leading light, the green light suddenly went out. I stopped the engines and just then a man in the bows sang out that there was a buoy on the starboard bow, and close aboard. I took a sounding and found six fathoms of water, and while I apprehended no danger I believed that that was little enough water and ran back slowly. It was then I first learned that we were aground and the screw would not move her. We had drifted aground bow on, and the rollers had swung her around until she rested where she does now, broadside on the rocks."

"No sir, there was no pilot aboard, and I saw no pilot boat till after we were aground, and then he was lighting the lamps on the buoys to show us where we were when it was too late. In any other country the pilot would have been outside, and not in the mouth of the channel lighting lamps to show a stranded vessel her position."

Seeing that the Miowera was telephoned at 7:30, and did not reach the harbor entrance till an hour later, the justice of the Captain's remarks is obvious, as the pilot must have had time to get further than the outer buoys after being telephoned.

Soon after the STAR reporter stepped aboard of the Miowera the big hawser upon which the tug was straining stranded again. A wire cable was run out in its place and the tug again resumed the labor of holding the vessel where she was. This was kept up till 4 A. M.

The steamer was listed far over to windward, and as long as the tug kept a strain on the hawser she lay very quietly, there being no thumping or jolting. But as soon as the strain was released the big steel ship was seen to drop with frightful grinding and jolting on the reef.

Only two or three of the male passengers were up and none of the ladies, everything being as quiet, as far as those aboard were concerned, as if the vessel lay at the dock.

But the work was necessarily slow, and by 10 A. M. only about 100 tons had been thrown overboard. The steam scow was sent for when the unloading began, and after a long delay in getting up steam, succeeded in getting on the reef and consuming several hours more of precious time, only arriving on the scene at 4 A. M. A kedge anchor was sent by the barge, to the deep water to windward, so as to have something to hold her steady when the tide arose. About this time the tug let go and went ashore with Minister King, coming back and resuming her efforts during the next two hours, when, with the haul on the anchor, the vessel's stern was swung several points towards deep water. Then the steamer Iwalei came out and ran a line to the tug, and pulled ahead. This was kept up till 10:30 without any success, when the Iwalei returned to her dock and the Claudine took her place, without result, and so far all efforts to haul the ship off have been futile. It is thought the vessel will have to remain where she is till another flood tide when she will be lighter.

The pilot, Captain Lorenzon, has little to say, beyond what Captain Stott has already been quoted as saying, and his testimony is wholly corroborative. A very strange thing in connection with the affair is that from where the vessel lays the green light on the Custom House cannot be seen from either her bows or the bridge.

The ledge of rock is where the ship Heroine was lost in 1853, and where another unfortunate was pounded to pieces in 1855. The ship Niagara was also battered to kindling wood about eleven years since on the same spot.

A representative of the STAR called on the agents about 2 P. M. and learned from Mr. Holdsworth, who had just returned from the vessel, that she had discharged about 250 tons of coal, forty tons of pig iron and all her water ballast. Two of her boilers had also been emptied, and everything that could be done to lighten the ship was being done. The agents were of the opinion that nothing could be done until high tide at midnight, when a desperate effort will be made to get the vessel off. In the meantime coal will be discharged as rapidly as possible.

There is no truth in the report that a big hole had been knocked in the ship's bottom. The Miowera was built last year at Wallensend on Tyne, and is a sister-ship to the Warrimoon. She is 300 feet over all with a little over 42 feet beam, and a moulded depth of 28 feet, has a registered tonnage of 3,400 tons, and cubic capacity of 5,000 tons. She is fitted with the water ballast system, and has a double bottom. On her trial trip she developed a horse power of 4,500 and a speed of 17 knots. The Miowera is lighted by electricity, and is elegantly furnished throughout.

At 3 o'clock the Miowera had been wrecked around, but there is no prospect of her coming off to-night.

LOCKED UP IN A SAFE.

A Workman on the Safe Deposit Vault Corralled Inside.

The work of putting up the large vault of the Safe Deposit and Investment Company is progressing rapidly under the hands of experienced men from the Honolulu Iron Works. One of the large doors was placed in position this morning, and in adjusting it it was necessary for one of the men to be locked inside for over half an hour in order to screw up the bolts. He was very glad to be let out upon the completion of the work, and described his feelings as anything but pleasant, the heat and lonesomeness being oppressive. The same procedure will have to be undergone with the other door. The vault is surrounded with a double brick wall, containing an air chamber running through it connected with the rear of the building with an iron pipe. Should a fire take place near the vault and the brickwork get hot it would create a draft from this pipe which would keep the inner wall perfectly cool. The hotter the fire the more draft would be created. Messrs. Jones & Co. expect to be ready for business in a few days, the counters, furniture and other fixtures being all ready to move in as soon as the vault is completed. In place of the large plate glass window which was broken some time ago a smaller one will be substituted with a transom overhead.

WILL GO ABROAD.

Fred Gertz Promises to Leave for Parts Unknown.

Fred Gertz, who was arrested some time ago on complaint of his wife, said to a STAR reporter to-day that he could get no peace bonds, and rather than go to jail he had pledged himself to leave for parts unknown. The Marshal, he said, would permit him to pay a short visit to his brother on Hawaii, after which he would take passage to some foreign country. His wife, he remarked, intended to get a divorce. Gertz's troubles have worn upon him very much and he weighs fifteen or twenty pounds less than he did before his arrest.

Women's Board of Missions.

At this afternoon's meeting of the Women's Board of Missions, held in the vestry of the Central Union Church, Mrs. U. Thompson was to read a paper on kindergarten work. The meeting commenced at 2:30.

A New Appointment.

The Sheriff of Maui has appointed Wm. Scott of Honolulu Deputy Sheriff for the District of Wailuku, in place of Mr. Long, resigned.

A JAPANESE SUICIDES

BY HANGING HIMSELF IN A LUMBER YARD.

The Ghastly Discovery Made by the Steward of the Kinai—Verdict of the Coroner's Jury.

News was telephoned to the Police station this morning shortly after eight o'clock that the body of a Japanese had been found hanging in the lumber yard opposite the wharf of the Wilder Steamship Company. The discovery was made by the steward of the Kinai, who at once notified the captain and mate of that vessel, the latter of whom cut down the body, which was already cold. The rope with which the deed was accomplished was about fifteen feet long and very slender, but at the same time quite strong. The deceased took a piece of scantling and placed it across two lumber piles and, tying the rope to the scantling, made an ordinary slip knot, and hung himself.

Coroner Brown impaneled the following jury at noon, viz: K. Okkoto, T. Naka, J. Utsumi, T. Sto, Cheo Kichi and H. Shoji. After the jury had viewed the body the following testimony was given:

Dr. Cooper testified that the deceased came to his death from strangulation.

J. Frank, steward of the Kinai, testified: "This morning about ten minutes past eight I went from the steamer to the lumber yard. I saw the man hanging and called the captain. A policeman and the mate came, and the latter cut the rope."

John Paia, a policeman, testified to being called by the captain of the Kinai, and to the mate cutting down the body. Said that he felt all over it to see whether any life was in it or not. It was cold and stiff at the time. Tsie, the wife of the suicide, testified that the deceased was her husband. "Been married about seven years and have two children. We have been living at Kapaa, Kauai, until ten days ago when we came here with the intention of going back to Japan. My husband has done nothing since we came here and we had no money. He left at 5 o'clock this morning. He had thirty cents in his pocket and said he was going to Ewa to look for work. The rope here is one we used for tying up our trunk whenever we moved. I believe he ended his life because he had no employment, and we had two children to support. We came over from Japan with the tenth lot of emigrants. His proper name is Yamokawa Akimatsu."

The jury brought in the following verdict: That said Akimatsu came to his death on the morning of the 3d of October, 1893, in Honolulu, Oahu, by strangulation, caused by his hanging himself by a rope around his neck. G. O. Nacayama, the Japanese labor inspector, was present during the proceedings.

INTERVIEW WITH A SHARK.

Voracity and Veracity Somewhat Mixed.

While a STAR reporter was returning from a visit to the warship Adams on Saturday last, and at a point about abreast of the Philadelphia, an enormous shark came to the surface close to the boat. Realizing that an interview with a shark is not to be had every day, the reporter grabbed a boat hook, and with a skill only gained by long experience in such matters, hooked the big fish by the nose and brought him alongside the boat. The fish struggled long and hard but finally yielded to the persuasive eloquence of his captor and consented to be interviewed.

"What are so many of you fellows doing in the harbor?" asked the reporter.

"Well, we are waiting around for a chance to snap up a few of those water front larks who have been stuffing reporters with shark stories lately."

"What sort of times are you fish having?"

"Times are not as good as they used to be before the revolution. It is true we pick up quite a little around the warships, and fish are plenty, but it is nothing like it used to be."

"How is that?"

"Well, sir, the kahunas have thrown off on us. In the old days we were always sure of a square meal from them every day or two but since the 17th of January they don't come out so often, and don't bring us much when they do come. The last time a kahuna was on the bay was the 2d of September, and he only brought one dog and a couple of chickens, and that ain't much divided among forty or fifty of us," said the shark, sighing wearily.

"How old are you? I suppose you are a native of these waters?"

"Oh, yes," answered the fish, "I am one of the natives. Was born at Pearl City and am ninety-seven years and three months old to-day."

"Have you ever eaten missionary?"

"Oh, yes, lots of times."

"Do they agree with you?"

"That's a hard question to answer. You see there is missionary and missionary, but as a general rule they are old, bony and tough. Occasionally we get a fat, juicy one, but very seldom."

"Is the taste for human flesh natural or acquired?"

"Couldn't tell you that. All I know is I want all I can get. We sharks are a good deal like Claus Spreckels in that respect, I mean we want all there is in sight."

"I suppose you folks can swallow most anything?"

"It looks like it, doesn't it?" said the shark, opening his capacious maw. "We don't object to little trifles like a dog, or a sheep, or even an occasional bullock, or horse. Sharks have been known to swallow empty bottles—they never throw any full ones overboard, not even the kahunas—a few fathoms of rope or chain, and even an occasional anchor, but we have to draw the line somewhere."

"Where do you draw it?"

"Well, that last yarn of old Spreckels about giving the United States \$75,000 worth of Honolulu waterfront was too much for me."

"What do you think of the political situation?"

"Oh, we sharks are all Royalists, but we are not in it any more. Liliuokalani won't put up any more stuff and the kahunas have to work to keep from starving. By the way, Mr. Reporter, how's the Holoman crowd getting along?"

"Still struggling," answered the scribe.

"What do you want to know for?"

"A native dropped a nice fat dog, cooked in Hawaiian style, out of a canoe the other day, and, of course, I swallowed it and the paper in which it was wrapped. After a while the dog commenced to kick. That made me sick at the stomach and—well, I lost the dog. I asked him what he was kicking about and he told me he didn't mind being eaten by a shark, but he'd be blessed if he'd be buried with a copy of the Holoman for a winding sheet. I sympathized with the dog so much that I let him swim ashore."

The reporter was about to ask more questions, but the shark begged him to desist, promising if he would answer one question to bring in person a good shark story to the STAR office very soon.

"What do you want to know?" asked the scribe.

"When and where is Joe Marsden going in swimming next?"

NEWS IN A NUTSHELL.

There was no session of the Supreme Court to-day.

Dr. Sharp and Professor Libbey leave for Kauai to-day.

Captain Andrews of the police force goes on duty to-morrow.

The band concert at Emma square was poorly attended, owing to inclement weather.

Judge Cooper was engaged in hearing the bankruptcy case of A. Barba this morning.

The case against Kaawaloa for selling swipes is on trial in the District Court this afternoon.

The Thistle Club have decided to invite Robert L. Stevenson to deliver another address.

There was only one arrest this morning, a native named Peoa, for being drunk and disorderly.

David Dayton has filed his final account and petition for discharge as administrator of the estate of Julia Prosser.

The STAR is indebted to the Hawaiian Safe Deposit Company for a copy of its Hawaiian bond and stock list.

A large number of people viewed the operations about the steamer Miowera to-day from the towers of the Government building.

J. K. Joseph, the newly appointed deputy-sheriff on Maui, with his wife and family, leaves for the scene of his future labors to-day on the Claudine.

There will be a meeting of the Second Congregation of St. Andrew's Cathedral for the election of officers in the old cathedral building at 7:30 o'clock this evening.

Judgment for the plaintiff by default was entered yesterday for \$16, costs and commissions in the civil suit of Ah Mau vs. J. M. Kealoha in the District Court.

In the divorce case of Alice Davis vs. William Davis, the testimony of Mrs. A. C. Pfender, an important witness, is being taken this afternoon on account of departure.

The case of Wm. Savidge vs. F. A. Davis to recover \$10 reward offered for the return of a bicycle, was tried yesterday before Judge Robertson, who will render his decision on October 4th.

As will be seen in another column, Egan & Gunn will begin their quarter off sale on October 4th, continuing it thirty days. The stock to be disposed of consists of dry goods, millinery and furnishings goods.

F. Smith has started a regular bus line to Nuuanu valley, leaving the corner of Fort and King streets every hour, commencing at 7 A. M. Returning the bus will leave the Portland Hotel on the regular half hour. Fare, five cents to Judd street, and five cents beyond.

Mortuary Report.

The Board of Health has issued its mortuary report for the month of September. There were 64 deaths in Honolulu from various causes, of whom 43 were Hawaiians, 9 Chinese, 4 Portuguese, 2 Japanese, 2 British, 2 Americans and 2 unclassified. The annual death rate per thousand per month at the above rate is 33.39. The death rate for the same months in previous years was: 1889, 42; 1890, 53; 1891, 45; 1892, 36.

The Ewa Murder Cases.

All of the Japanese implicated in the recent murder at Ewa were discharged this morning, the prosecution having come to the conclusion that the evidence was not sufficient to convict any of them.

FLOTSAM AND JETSAM.

OPINIONS ABOUT THE DISASTER.

The Bark Irmgard Sails—The Andrew Welch In The Offing—Lots Of Excitement.

Public opinion on the waterfront regarding who was to blame for the catastrophe to the Miowera last evening varies. People on the Waikiki end say that the pilot had ample time to reach a point sufficiently far out to have prevented the accident, while those closer to the Pilot boat landing take a different view of the matter, saying that the Captain was at fault. Great excitement has prevailed all day along the front, and the docks have been constantly lined with people.

The bark Andrew Welch, which sailed from San Francisco September 14th, has been in the offing waiting for the tug since 8 A. M. But the tug just now is so busy with the stranded steamship Miowera that it is not likely she can bring the bark in to-night.

The sailing of the steamer Claudine has been postponed till Wednesday at 5 P. M., on account of not being able to load to-day, as she had been engaged all day in assisting the Miowera.

The steamer Molokai sailed last evening with a heavy cargo, most of which was for the leper settlement. Freight was refused an hour before the steamer's departure.

The Planter has finished discharging her cargo, the last of the lot being a large pile of bricks now lying on Brewer's wharf.

The bark Irmgard sailed at 3 P. M. for San Francisco. The bark had 620 tons of sugar and four cabin passengers.

The barkentine S. G. Wilder will sail Monday for San Francisco.

The steamers Iwalei and Waialeale sail at 5 P. M.

TUESDAY, OCTOBER 3.

DIAMOND HEAD, 3 P. M. — Weather cloudy. Wind fresh, E.

ARRIVALS.

TUESDAY, October 3.

C. A. S. S. Miowera, Stott, from Sydney. Sch. Haleakala from Kona. Sch. Lavinia from Kahuku.

DEPARTURES.

TUESDAY, October 3.

Stmr. Kinai, Clarke, for Maui and Hawaii. Stmr. Iwalei, Freeman, for Kauai. Stmr. Kaala, Gahan, for Waialeale, Waialea, Kahuku and Punaluu. Stmr. James M. Haggard, for Kapaa. Stmr. Waialeale, Smyth, for Nawiliwili, Hawaii, Kilauea and Hanalei. Am. bk. Detroit, Deary, for San Francisco. Sch. Kawaiwili, for Koolau. Sch. Miller Morris for Koolau.

PROJECTED DEPARTURES.

Stmr. Claudine, Davies, for Maui, tomorrow at 5 P. M.

Am. bk. W. H. Dimond, Nelson, for San Francisco on or about October 4.

Am. bk. Discovery, for San Francisco on or about Tuesday, Oct. 3.

Jap. S. S. Aikoku Maru, for Yokohama on Monday, Oct. 3.

VESSELS IN PORT.

NAVAL VESSELS.

U. S. S. Adams, Nelson, San Francisco. U. S. S. Philadelphia, Barker, Callao.

MERCHANTMEN.

Hawai. sch. Liliu, Hitchfield, Jaluit, S. S. I. Am. bk. Discovery, McNeil, San Fran. Am. bk. S. G. Wilder, San Francisco. Am. bk. Detroit, Deary, Bay. Am. bk. Toppalant, Port Townsend. Br. bk. Dara, Peterson, Newcastle, NSW. Am. bk. Ceylon, Calhoun, San Francisco. Am. bk. Planter, How, San Francisco. Haw. bk. Mauna Ala, San Francisco. Br. bk. County of Merioneth, Newcastle. Ger. bk. Paul Isenberg, Liverpool.

FOREIGN VESSELS EXPECTED.

Ger. bk. J. C. Flieger, Bremen, Sept. 23. Am. bk. Martha Davis, Boston, Aug. 18. Am. bk. Andrew Welch, San Fran., Sept. 13. Am. bk. H. Humboldt Bay, Sept. 15. Br. bk. Villara, Liverpool, Aug. 16. Br. bk. Beakinsfield, Sydney, Aug. 29. Am. sch. Robert Lewis, Port Gamble, Sept. 14. Am. sch. Transit, San Francisco, Sept. 23.

IN THE POLICE COURT.

Richard Stone Says That His True Name is William Meyer.

At this morning's session of the District Court, Richard Stone asked to be discharged on the ground that his true name was William Meyer. This was denied by the Court. He then objected to the jurisdiction of the Court on the ground that he had been arrested on board an American vessel. This was also over-ruled by the Court and he was ordered to plead. He refused to do so, whereupon the Court ordered a plea of not guilty entered for him and continued the case until to-morrow.

James Gray pleaded guilty to assault and battery on his wife Kawai and was fined \$5 and costs.

Ah Kew pleaded guilty to have opium in his possession and received the regular assessment of \$50 and costs.

Pong On and Ah Kee, for stealing China oranges from Perry's place at Waiupe were found guilty and given six months each at hard labor, \$5 fine and costs.

The "Friend."

The "Friend" is out for October. It contains the usual political and religious news and commentary and is an interesting number.

PERSONAL.

R. W. Meyers, agent of the Board of Health at Molokai, returns home by the Claudine to-day.

C. H. Whiting, a member of the Government band, and also in the employ of the Press Publishing Company as a compositor, will leave on the Miowera.

General Advertisements.

Pacific Hardware Co.,

402 and 404 Fort St.



JUST RECEIVED

Gurney Refrigerators and Ice Chests,

CHOPPING TRAYS, BROOMS, WASH BOARDS, MOUSE AND RAT TRAPS, BAILEY'S PLANES, CARPENTER'S TOOLS, WIRE CLOTH AND NETTING, Etc.

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Stationery & Book Store

106 Fort Street.

Still keeps on hand a varied stock of Office, Commercial and Fashionable Stationery, consisting in part of Engraving and Legal papers and wrappers, Flat and folded Cap, broad and narrow Bill, Statement, Journal and Ledger papers, Linen and other letter and note papers in fold or tablet form, with or without envelopes; Island View Letter paper and View Note Paper; Correspondence, Menu, Ball and Visiting Cards, etc., etc., replenishing the same from time to time and adding novelties as they appear.

Books—Besides a full line of Blank Books, in the various sizes and bindings—Type Books, Log Books, Agents' and Notaries' Records, Receipts, Note and other form books, Manus, and Book Books, the variety of Miscellaneous Works, Teachers' and other Bibles, Children's books, Linen and other Toy Books, etc., etc., invites attention.

Special Import Orders for Books, Music, etc., made up Monthly.

News—The News Department has care full attention for prompt forwarding of all periodicals. Subscriptions entered at any time and periodicals not regularly received will be ordered as desired.

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A large stock of Stationery and other libraries on hand, and new Novels received by every mail. Artists' Drawing Materials, and a full supply of Winsor & Newton's oil colors, brushes, canvases, stretchers, etc., kept on hand or procured on short notice.

Base Balls, Bats, Masks and Gloves

For all aspiring enthusiasts in the profession; all grades.

Binding

The Book Binding and Paper Ruling Department still fills all orders entrusted to it in the manufacture of special work, re-binding, plain and intricate ruling, map mounting, paper cutting and blocking, etc. Music bound with care.

Printing

In all the above lines in which T. G. T. has been for over twenty years identified in this city, he invites correspondence, and guarantees prompt and careful attention to all orders entrusted to him.

In making up an order, see that it includes a subscription for yourself and for one or more relatives or friends abroad to "THE FRIEND," the oldest paper published in the Pacific, Rev. S. E. Bishop, Editor, published monthly, at \$2 per annum, devoted to the religious and educational interests of these islands, as also a recorder of political and other current events. Sample copies mailed to any address. A limited number of advertisements inserted at reasonable rates.

The Hawaiian Annual now in its Nineteenth year, and acknowledged not only as the best authority on all information pertaining to the islands that residents should know and strangers inevitably ask, but the only reference book of Hawaiian statistics, and annual record of current and remembrance events. There are homes probably in this land in which it is unknown, except by name, and there are numerous friends abroad to whom this publication would afford untold satisfaction for the fund of reliable information it imparts in its one hundred and fifty or more pages, with nothing of the "Guide Book" gush about it. Price per copy to any address in these islands, 75 cents; or mailed to any address in the Postal Union for 85 cents each.

FOR SALE.

1—House and Lot on Liliu Street.
2—Lot on Kuakini Street, between Nuuanu Avenue and Liliu Street.

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House and Lot on Liliu Street. For further particulars, apply to J. M. MONSARRAT, Cartwright Block, Merchant Street. 143-148

M. H. LOHEIDE,

Sign & Ornamental Painter
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All Orders Promptly Attended to

Special Notices.

OAHU RAILWAY & LAND CO.'S

TIME TABLE.

From and After June 1, 1893
TO EWA MILL.

	A. M.	P. M.	P. M.
Leave Honolulu	8:45	1:45	5:10
Leave Pearl City	9:30	2:30	5:50
Arrive Ewa Mill	9:57	2:57	6:22

TO HONOLULU.

	A. M.	P. M.	P. M.
Leave Ewa Mill	6:21	10:43	3:43
Leave Pearl City	6:55	11:15	4:15
Arrive Honolulu	7:30	11:55	5:45

Sundays excepted.
Sundays excepted.
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METEOROLOGICAL RECORD.

By the Government Survey. Published every Monday.

Day	Barom.	Therm.	Humid.	Wind	Clouds	Remarks
Sun	30.00	68.0	85.0	SE 3	3	NR 3
Mon	30.00	68.0	85.0	SE 3	3	NR 3
Tue	30.00	68.0	85.0	SE 3	3	NR 3
Wed	30.00	68.0	85.0	SE 3	3	NR 3
Thu	30.00	68.0	85.0	SE 3	3	NR 3
Fri	30.00	68.0	85.0	SE 3	3	NR 3
Sat	30.00	68.0	85.0	SE 3	3	NR 3

TIDES, SUN AND MOON.

By C. J. Lyons.

Mon	2	9:43.41	0	1:13	0	4:39.14	12:14
Tues	3	10:45.18	0	4:25	0	5:15.19	1:45
Wed	4	11:47	0	4:39	7	7:15.53	3:45
Thurs	5	12:49	0	4:52	7	8:15.53	4:45
Fri	6	1:50	0	5:05	8	9:15.53	5:45
Sat	7	2:50	0	5:18	9	10:15.53	6:45
Sun	8	3:45	0	5:31	9	11:15.53	7:45

Last quarter of the moon on the 24d, at 4h. 48m. A.M.
 Time whilst blows at 11h. 25m. 84s. of Honolulu time, which is the same as 12h. 0m. 0s. of Greenwich time.